

**MRS. AL JOLSON SUES
FOR DIVORCE IN CALIFORNIA**

Says Comedian Told Her He Loved
Her Better 3,400 Miles Away—
Wants Alimony.

OAKLAND, Calif., June 25.—Mrs. Henrietta Jolson to-day had on file suit for divorce against Al Jolson, the comedian. She alleged that Jolson sent her to California from New York last March, declaring "he loved her better 3,400 miles away."

"He tells me I'm only a small town kid, anyway," she said.

Mrs. Jolson asks \$2,000 a month al-

imony, declaring the comedian's in-

come is more than \$2,400 a week.

"It's a surprise to me," said Al Jolson

to-day, when told of the divorce suit. "I intended leaving shortly for California to spend the summer with my wife."

The Commissioner says that the Corporation Counsel rules that there is nothing in the franchise giving the city the right to space out the buses, but he suggests that the Board test the status of franchise in the courts.

CAN'T SELL ARMY SHOES.

No Demand for Surplus Supply in France.

WASHINGTON, June 25.—Efforts by the military authorities to dispose of surplus supplies of army shoes in France have been without success the War Department was informed and instructions were requested regarding the return of the surplus to the United States. It was estimated that 3,000,000 pairs of shoes were available for sale.

No Red Demonstrations in Boston. BOSTON, June 25.—Although every policeman was held in readiness and machine guns were in place for quick action in anticipation of red demonstrations, there was nothing to-day to indicate that any such demonstrations would take place.

TRAFFIC CONTROL BY CITY SOLUTION OF BAD SERVICE, SAYS NEW COMMISSIONER

Lewis Nixon, in First of Transportation Articles for Evening World, Decries Multiple Systems, Praises Women Workers and Points to Perils of Wooden Cars.

Lewis Nixon, Public Service Commissioner, has agreed to review for The Evening World in a series of articles the transit situation of this city as it impresses him. This will be done by means of questions and answers, some of which Commissioner Nixon himself propounds. This is the first of the series.

BY LEWIS NIXON.

Public Service Commissioner.

What potent defects have I found in the various systems since I came into my office?

A system of transportation with three heads, thirty bodies and fifty-nine legs is somewhat apt to lack co-ordination. In some respects there is competition, which interferes, more or less, with disinterested co-operation. However, outside of the great handicap of lack of adequate earnings, one can see, even as matters go by, a general smoothing out of difficulties and constant improvement in service.

But where this is a matter of momentum, or keeping on going in the right direction, that is done in the face of possible loss and constant effort to raise the money, we may receive some setbacks, unless relief is obtained through increasing returns. Of course it is to be expected that under the present circumstances betterment of service, requiring more money, will be vigorously resisted.

Have we any plans for eradicating these defects?

No plans can be elaborated as yet that will lead to the spending of money not justified by returns except

under compelling conditions. Of course wooden cars are less safe than steel ones, and there are many other improvements manifest to all that must be brought about as soon as possible—some, indeed, where we cannot afford to wait on earnings. Some day we may see the very great advantage of a single system, embracing all means of transportation, brought about. This will come through municipal operation, as a stabilization of securities putting them into the investment class takes them out of the speculative field. So far as I have gone I am convinced that, if left in private control, with inflexible conditions imposed, there will be moves made to reduce costs of operation by lowering wages. It is essential that other means than a resort to strike shall be provided to which employees can appeal.

I do not wish it to be understood that I think, at the present time, that any state or municipal power can supply the organization necessary to efficiently handle our transportation systems, which now have the call upon the best talent wherever available. The matter of salaries is really of little relative importance in connection with operations so vast.

Do I believe the separating of functions in the Public Service Commission will turn out to have been a wise move?

That remains to be seen. There is strength in counsel, provided one of a number does not over-ride the others. But there is necessarily delay with a large commission. The placing of construction work under a separate Commissioner, who can devote his entire time to it, will unquestionably centre responsibility. There is a very intimate relation between service and construction, however, so far we can see no danger from opposing views.

Have we plans for preventing such mix-ups as followed the recent flooding of the subway, when "black tickets" were not available or given to passengers? This matter has been very carefully investigated. The order of the Commission on this point is clear and must in future be followed. Whether a repetition of flooding can be prevented depends upon the perfection of devices and we have not, as yet, obtained perfection. A report is being prepared as to the subway entrances flooded from the street. Much water came through the ventilating gratings. Coverings would obstruct the street and we will have to find some other solution.

What do I think of women railway employees? My information is that women were most efficient, loyal and dependable and rapidly worked themselves up to the more desirable grades. My sympathies are with them, where they so fully qualify, but of course their employment at night is covered by laws, and this I cannot criticize. The women will, however, get a hearing at the next meeting of the Legislature.

Do I believe the signing of the peace terms and the cessation of hostilities will restore conditions in local railways so that the companies may not need any increased fares?

The normal annual increase of fares up to the beginning of war was about \$0.000,000. During the war it fell to \$0.000,000, and in 1918 was \$0.000,000 less than in 1917. All of this decrease will unquestionably be made up. Already the traffic is increasing, and in 1920 we shall doubtless see the entire loss regained, together with an accelerated annual increase of over \$0.000,000. While fixed charges will not increase in proportion, vast sums of money must be spent to perfect the systems and their connections. Some steps in the mean time must be taken outside the direct influence of increased fares.

In what directions do I consider the subway systems most need enlargement or spreading? Much must be done for Queens and the southeast water front of the Bronx. These must be opened up. The line ending at Corona should be extended on through Flushing to Bay Side and Little Neck. The line at Cliffside, Jamaica, should be extended to the south and east. We have built to the north and east from the City Hall, Manhattan, and cannot build transit facilities fast enough to take care of the growth thus induced. This travel should be balanced by subways to Staten Island. I wish to study this project more fully, as an inspection of the Fourth Avenue subway of Brooklyn shows this will soon be taxed to its capacity.



Maillard
NEW YORK

Rich in Food Value

The Wholesome Sweet

1/4 and 1/2 Pound Package

CHOCOLATE PRODUCTS

An important event begins— Friday--*Wanamaker's*--Down-Stairs



... 5,000 Silk remnants ...
Fill the entire Subway Aisle
in this semi-annual sale

Hundreds of yards of fine silks as low as \$1 a yard, that cannot be described here.

All that you have read and heard about rising silk costs is true. Regardless of our desires and our feelings on the subject, the facts are self-evident:

Silks are going higher

Consequently, when John Wanamaker offers remnants of fine silks in good, usable lengths—at these prices—there is just cause for emphasis.

The reason is this:

This store has many well-defined features that the people of New York know and anticipate. The semi-annual silk sale is one of them. Keeping faith with our friends is a Wanamaker tradition, and in order to do that we have reduced silk prices in a way that might otherwise seem contradictory.

Large quantity—5,000 remnants

"Enough for all" is a good slogan; and the fact that these lengths are exactly right for frocks, waists, skirts and other summer uses makes the choosing surer and better.

Being short lengths are not usable in regular stocks and therefore not returnable.

Down-Stairs Store, New Building

1,000 blouses reduced

Originally held for out-of-town customers

The Wanamaker Store serves thousands of people in various parts of the country; and when the season is well advanced, good blouses that have been held for out-of-town orders are reduced in price for a quick disposal. This sale brings three lots, the first—

Silk blouses

That were \$4.50 to \$7.50 \$3.95

The majority of these pretty waists were \$4.50 to \$6.50. Some of the Georgette models were \$7.50. If you like washable satin, or crepe de chine, or tub silk, or habutai, or taffeta, or Georgette (and of course you do), this will be a happy message. Hand-made buttonholes, silk linings, and other seemingly little features indicate the genuine goodness of these waists. In French blue, white, flesh and a few dark plaids. Sizes 34 to 44.

\$2.50 to \$3 waists, \$2

The sheer, cool washable fabrics that add so much to summer comfort. Batiste, tucked voile, organdie with a touch of color, polka-dot voile.

\$1.25 to \$1.50
waists, \$1.15

Organdie with Buster Brown collar; cross-bar voile, slipover model; voile with colored frill; dotted Swiss; voile in a pretty square-neck model. Who can question their desirability—at \$1.15? Rotunda, Down-Stairs Store, Old Bldg.

750 prs. added to the \$3.90 shoe sale

Styles that women are asking for every day

Is it really necessary to repeat what we told you when the sale first began: how we bought these shoes long ago and how desirable they are at \$3.90? Hardly! This added lot of 750 pairs consists of pumps, oxfords and white canvas high shoes—smart styles and sturdy qualities. The variety is still big—still good.

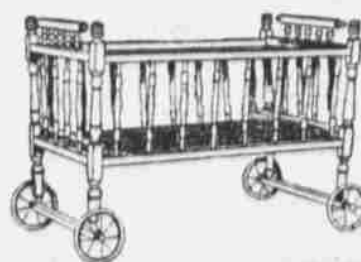
Down-Stairs Store, New Bldg.

Navy blue raincoats for misses, \$4.95

Utility coats, they should be called; because they serve so many summer uses. Take one on your vacation; use it to wear over your bathing suit, and make it serve your purpose on every rainy day. These, of light-weight Bombazine, can be rolled into a very small package. Every seam is cemented and taped.

Navy blue, \$4.95. Tan, \$3.95. Downstairs' Store, Old Bldg.

This white bed, \$3.95



Every time we announce a new shipment of these baby beds, we have difficulty in supplying the demand. White enameled, with woven wire springs. Made with four rubber-tired wheels for easy moving. Good all the way through. Mattress to fit, if desired, \$2.25. Down-Stairs Store, Old Bldg.



Boys'
suits, \$7.50

Were \$9
and \$10.50

150 mixed chevrot suits for Friday and Saturday. Norfolk styles—light and dark colorings—sizes 8 to 17. These good vacation suits are the last of several regular stock groups. The close-out helps us—and YOU. Down-Stairs Store, New Bldg.

NO BUSINESS ON SATURDAY
Make Your Purchases Tomorrow—Store Closed All Day Saturday

James McCreery & Co.

5th Avenue

ON FRIDAY, JUNE 27TH

34th Street

Another Tremendous Sale of
3,000 RIBBON & GEORGETTE CREPE HATS

3.50

This is a sequel to the brilliant sale of Hats we held last week. We feel impelled to announce this sale, as many eager purchasers could not be supplied in the previous one, although 2,600 Hats were featured.

This assortment is even more attractive—charming models in Georgette Crepe of pastel tints or rich colors and jaunty sport styles fashioned of rippling Ribbon. Large and small shapes.

Extra saleswomen appointed to insure prompt service.

Obtainable in the special booths on Main Floor or in the regular Millinery Department on the Third Floor.

No Mail or Telephone Orders Will Be Filled.
No Sale Hats Will Be Sent C. O. D.

